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Hongkong, 9th September, 1907.

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, OCTOBER 4TH, 1907.

The misadventure of the search for traces of the s.s. *Sullberg*, now believed to have been lost in the last typhoon, on its way to Hongkong, adds one more to the long list of painful mysteries of seafaring. It would have been so much more satisfactory, to the living at any rate, if there could have been discovered even the slightest clue to the actual fate of the crew of the missing ship. So many things may have happened. Survivors may have eluded the maw of the deep, if only for a time. Islands and rocks are so numerous on these coasts, that no one can say with certainty that there may not have been or be still a shipwrecked survivor or two in dire need. The fate of a helpless white man, cast ashore in an unfeathered and starving condition on some inhospitable beach, is not pleasant to contemplate. The natives are sometimes far from being Samaritans, and even in the still more likely event of there being no human beings at all to interfere with them, the white men so circumstanced would still be in evil case. We cannot doubt for a moment that the search was as thorough as was humanly possible, that it was not abandoned until there was really no hope left of rendering assistance or of ascertaining with as much certainty as possible the melancholy facts. It occurs to us that more might be done than is done, as a general rule. If news comes of actual opportunities of rescue, there is never any hesitation or delay in going to do what can be done; and

never is the fate of our fellow men left in more doubt than the disturbed elements compel. We suggest, however, that the claims of humanity require more than this. Why wait until assistance is asked for or despatched by arriving intelligence. If after every typhoon were over, the torpedo-boats and other fast war craft in harbour were to sally forth, north, south, and east, patrolling the various routes and keeping a good look-out, it seems quite certain they would find numerous opportunities of being of use, and there would be at any rate less risk of valuable lives being thrown away in the utter loneliness that seems to have been the fate of the crew of the *Sullberg*. One day, two days, or more of exposure may be endured by hardy men clinging to bits of wreckage, but as the hours wear on, and no help appears, the will to live weakens pari passu with the advancement of physical fatigue, and exhaustion and death and total disappearance ensue where there might have been a rescue. The risk could be minimised so far as commonsense naval requirements demand, and the extra expense would be compensated for by the experience and practice gained. We submit that our ships would be better so employed than loafing in the harbour, and their officers would feel better men and fill their uniforms more worthily so occupied than junketing in society ashore. Perhaps someone in authority will at least consider the suggestion for what it may be worth.

The French Mail of the 3rd September was delivered in London on the 2nd inst.

Sir Matthew Nathan, the new Governor of Natal, arrived at Durban on Sept. 1st, and was accorded an enthusiastic welcome.

The full text of the proposed Ordinance to amend the Law relating to Companies will appear on page 9 of our issue to-morrow (Saturday).

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges with thanks the following donation to the funds of the Hospital:—J. Gray Scott \$10.

When the great liner *Lusitania* left Liverpool she carried for the use of her passengers, 78,200lb. of flour, 124,000lb. of meat, 30,000lb. of tea, 10,140 fowls, 80,000lb. of fish, 100,000lb. of tarts, 45,000 oysters, 50,000 eggs, 90,000lb. of butter.

The official returns for the three months June-August show that while the total deliveries of British grown tea have declined over six million pounds against the corresponding period of last year, those of China growth have increased nearly 25 per cent.

Before Mr. C. D. Melbourne at the Police Court yesterday two natives, who were found guilty of stealing two boxes of merchandise from the s.s. *Takasaki Maru*, were each sentenced to three months' imprisonment with hard labour.

Mr. John Graham, a centenarian, of Aspatia, Cumberland, whose death is announced, was born at sea while his parents were journeying from Whitehaven to the Isle of Man. He was married at Gretna Green to Miss Jane Watson. Seven of his uncles fought at Waterloo.

The Cunard Company announces the reduction of its cabin rates on east bound liners. The fares on the *Lucania* and *Campania* are reduced to £15 1s., and on the *Etruria* and *Umbria* to £12. These are lower than the rates charged by the International Mercantile Marine Company. Other reductions are expected.

American cotton continues to harden in price. The new cotton season, commenced at much higher rates than usual. Some spinners fear that, owing to the increasing consumption in Lancashire, and throughout the world, the production this year will hardly equal the required quantity, especially in American kinds. The prospects hinge on a large American crop; but this is not assured.

The following letter has been received at the Colonial Secretary's Office from the Consul-General for Holland:—Ships or vessels arriving in Netherlands India from Hongkong are no longer subject to quarantine, the port of Hongkong being no longer declared infected with plague. The prohibition on importation of some articles is also cancelled so that goods can now be imported into Netherlands India.

The hearing of the case in which a Lance Corporal in the Royal Engineers was charged with disorderly conduct and with interfering with a motorman on a tramcar in such a way as to endanger passengers' lives, was concluded before Mr. F. A. H. Zealand at the Police Court yesterday. His Worship found the defendant guilty, and ordered him to pay a fine of \$3 on the first charge and \$15 on the second charge.

The Union Iron and Steel Company, which is the sole important rival of the Steel Trust, has failed. The explanation given is that the failure is due to the stringency in the American money market and to the number of liquid debts. The company was capitalised at 2,000,000 dol., but its interests are vastly greater than that sum represents. Several concerns subsidiary to the company are believed to be seriously affected by the failure. Immediately on the announcement of the failure on the Stock Exchange a nervous feeling set in, and many stocks declined in price.

The block on which so many Etonians have been swished has, it is stated, been stolen from the headmaster's room. An attempt has been made to keep the affair secret, and soon after the block disappeared another was put in its place. This is about the fourth time swishing blocks have been stolen from Eton.

In accordance with a custom dating from the time of Frederick the Great, any officer in the German Army who falls from his horse at a review is bound to offer a banquet to his brother officers in the regiment. As soon as he had risen from his fall the other day the Kaiser expressed his intention of carrying on the tradition.

The Sangari river is to be thrown open to all foreign vessels wishing to navigate its waters for the purpose of trade. The Russian Government is about to act in concert with the Chinese Government with a view to drawing up the regulations usual in such cases. The Japanese Government, out of consideration for Russia's wishes, has agreed to allow Russia to approach China in the matter.

The chief engineer of the Philippine Railways has little but praise for the qualities of the natives as railroad builders. Already, he says, his men have attained an efficiency almost, if not quite, equal to that of white workmen, working not in the Philippines or other tropical lands, but in the United States. This substantiates (says the "Engineering Magazine") what was learned in the construction of the Manila Streets Railway—that when properly handled, the natives can be safely relied upon to acquire themselves creditably.

Miss Palmer, a lady of wealth, who once acted with Sir Henry Irving, has arrived at New York, clad in sandals and a single garment fastened with a girdle. She is convinced, the "Mail" relates, that the age of reason will soon dawn when the world will go back to the tunic and sandals. "The corset," Miss Palmer said, "is a physical crime. So are long tight stockings. If mothers would adopt this costume, they would be healthier and their babies would grow up stronger and better looking."

Niagara Falls were gloriously illuminated on Sept. 4th, and the amazing spectacle of the dark tumbling, thundering waters lighted up by 36 enormous reflectors, aggregating 1,115,000,000 candle power, was witnessed by tens of thousands of admiring spectators. Powerful search-lights, whose power, like that of the entire illuminations, was derived from the Falls, twinkled their white, rose, green, orange, and blue tints upon the waters producing a most inspiring and brilliant effect. The present scheme of illumination will probably attract sightseers from all parts of the world.

The Evening Continuation Classes are about to start shortly under the name Hongkong Technical College. The Technical College is now a Sub-Department of the Education Department. The Classes to be held are as follows:—(A) Engineering Section: Building Construction; Machine Drawing; Steam; Electricity and Magnetism; Applied Mechanics; Practical Mathematics; Field Survey. (B) Commerce Section: English; French; German; Short-hand (including short course of typewriting); Bookkeeping (Elementary). (C) Science Section: Chemistry; Physics. Those marked with an asterisk are new.

"If you want to get on, lace tightly." This is the advice to girls in business given by a "lady secretary." Writing to a morning paper, she says:—"I was in an office with about twenty girls for three or four years—just one of the crowd. One winter, on the advice of a friend, I commenced tight-lacing. My elastic twenty-four inch waist I laced in to nineteen inches at once, and found the sensation delightful. More than this, I soon saw my figure was attracting attention. I was called in by the manager to do some special work. That was the beginning. Now I am receiving many compliments and \$4 a week and a bonus at Christmas, and I am sure my seventeen-inch waist started it. So my advice is—Don't spend your money on fancy blouses and cheap jewellery, but on really good corsets and plain, well-fitting bodices and skirts."

Amin-eh-Sultan, the Atabeg Azam, Premier and Minister of the Interior, was assassinated on Aug. 31st on leaving the National Council four revolver shots being fired at him. The Atabeg Azam was blamed early in August for being responsible for the weakness of the Persian defences in Azerbaijan, which permitted of the Russian attack on Urumiah, and was threatened with death if he did not quit the country. The murdered Persian Premier had, since his return to Persia a few months before, encountered considerable opposition from members of the National Council and from the Liberal section of the people, who felt that his tendencies were not sufficiently advanced. The opposition, taken in connection with the Tareq-Persian frontier incident, his attitude on which subject, was disapproved as lacking the necessary energy probably accounts for the deed. The late Premier left Persia three years ago owing to the displeasure of the late Shah with his negotiations for a Russian loan. He returned recently, and when the new Constitution came into force was appointed Premier. As already indicated, his Liberalism has, since taking office, not reached the expectations of his partisans.

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TELEGRAMS.

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DISTINGUISHED INVALIDS.

LONDON, October 3rd.

The Emperor of Austria and Lord Brampton are ill.

[Lord Brampton is perhaps better known as Mr. Justice Hawkins. He is 90 years of age.]

GERMANY.

LONDON, October 3rd.

Germany transfers her naval headquarters to Wilhelmshaven.

There is a widespread conspiracy against Prince Buelow.

[REUTER'S SERVICE.]

THE BALLOON COMPETITION IN FRANCE.

LONDON, October 1st.

Paris wires that all the balloons are safe.

THE KAISER'S VISIT TO ENGLAND.

LONDON, October 1st.

Prince Buelow will probably accompany the Kaiser to England.

JAPANESE IMMIGRATION TO CANADA.

LONDON, October 1st.

It is reported in Ottawa that Minister Cartwright has been appointed Commissioner to arrange a scheme with the Japanese authorities for a limited immigration of Japanese to Canada.

THE REVENUE OF GREAT BRITAIN.

LONDON, October 1st.

The revenue for the first half of the financial year was £64,031,302, an increase of £883,490.

THE COMMONWEALTH OF AUSTRALIA.

LONDON, October 1st.

A telegram from Sydney states that the Hon. J. H. Carruthers had been suddenly seized with illness and resigned the Premiership of New South Wales. The Hon. C. G. Wade has reconstructed the Cabinet.

SUPREME COURT.

Thursday, October 3rd.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISS (ACTING CHIEF JUSTICE).

A CROSS ACTION.

Wong Kam Po proceeded against the Kwong Cheung Loong firm, of 150 Portland Street, Mongkok for \$173-55, \$73-50 being for damage done to the steam launch "Gertie" and \$100 for loss sustained by the plaintiff by reason of the said damage. The Kwong Cheung firm counter-claimed for \$241-72 for work and materials supplied to the "Gertie." Mr. Dixon of Messrs. Hastings and Hastings, appeared for the Kwong Cheung Loong and Mr. Otto Kong Siag for Wong Kam Po.

Mr. Dixon stated that in 1905 defendant had a number of parts of machinery which were suitable for making an engine for a steam launch. He took the pieces to the plaintiff's shop and asked that they be turned down, and \$50 was agreed to as the price for this work. At the end of 1906 he bought the hull of a steam launch and asked plaintiffs to fit the parts and supply new parts so as to complete an engine for a steam launch. No price was agreed to as it was difficult to say exactly what was required. Plaintiff proceeded with the work and fitted the engine to the launch. The defendant paid \$70 and \$214-72 was still due. With regard to the counterclaim it included an amount for changing steel tubes for the boiler. That must be a mistake as his clients never had anything to do with a boiler and never had it on their premises.

His Lordship gave judgment for the Kwong Cheung Loong firm in one action for \$137-65 and against the firm in the other for \$128-50.

HONGKONG CRICKET LEAGUE.

Entries for the forthcoming Shield Competition closed yesterday afternoon. The following clubs have entered:—Hongkong C. C. "A," Kowloon, Gwailong, H.K. Police, Civil Service, Army Staff, Royal Garrison Artillery, 3rd Middlesex B. Regiment, and the Eastern Extension Telegraphs.

A SENSATIONAL SUICIDE.

Yesterday morning Mr. Lan Chin-ting was found dead hanging from the staircase in his house in Caine Road. The previous day he had sent for a lawyer to draw up his will and apparently having put his affairs in order he decided to commit suicide. Certainly he had been dead for some hours when his body was discovered. It was known that deceased was greatly worried ever since he took over the construction of the big river bridge at Canton. He bequeathed thousands of dollars to the members of his family; \$1,040,000 to be divided into 27 shares. Two days previously he sent to Canton for his coffin.

THE TRIAL OF ADSETTS.

FURTHER EVIDENCE.

The trial of William Hall Adsetts, who stands indicted on the charge of murdering Gertrude Dayton at the Hongkong Hotel on August 4th, was continued before Mr. C. D. Melbourne at the Police Court yesterday afternoon. Mr. Amos P. Wilder, American Consul-General was seated alongside his Worship.

Mr. G. E. Morrell (Crown Solicitor) prosecuted, and Mr. B. Harding appeared for the accused.

The Crown Solicitor informed his Worship that he expected the case would last all the week. He understood the defence was calling some witnesses too.

Ben Fell, employed at the American Consulate at Chfoo, but now on leave, said he had known the man in the dock for some months as W. H. Adsetts. Witness saw the defendant when he came back to Chfoo on 13th August last. He was arrested on information. First he was taken to the American Consulate where witness saw him when he was brought in. Witness was present when Adsetts was searched and saw all the property taken from his person.

There was other property in a travelling bag which witness saw opened. Besides several articles of clothing there were several silver toilet articles all of which were engraved with the name of "Gertrude." Witness identified the articles, one of which was not engraved. Shown several articles (gold brooches, pins &c.), witness identified them as having been taken from the person of Adsetts. Among the articles was a Hongkong cent which witness could not identify, but it was the same as was taken from him. There was also a lady's gold watch, diamond set, and a gentleman's gold watch with the initials "W.H.E." engraved on the case. A number of pins, earrings and five pieces of English gold (produced) were found on Adsetts' person.

Numerous other articles of jewellery were identified by this witness. One steamship ticket from Manila to Tacoma and a ticket to be exchanged for a railway ticket from Tacoma to New York, both dated 16th July, 1907, fourteen money orders for \$100 gold, each payable to Mrs. Hunter, were also identified by the witness as among the property found on Adsetts. Besides the property identified there were other articles of clothing etc., also two cameras, and some toilet articles the grip carried by the accused. All the articles described were taken from Adsetts in the American Consulate at Chfoo in presence of witness.

The big or grip was found on a small Japanese steamer in Chfoo harbour. Cross-examined by Mr. Harding, witness said he had not seen the bag in accused's possession. The bag was brought in by Deputy Marshall Bellow. Witness was a clerk in the Consulate. He did not see the arrest of Adsetts. Bellow, who had been made Deputy Marshall that day, was now running a garden for sailors. The Magistrate—I don't know what you want for this.

Mr. Harding—I want to know what sort of man he was who searched the accused. The re are several articles missing and I want to reclaim them.

Witness continuing said he could not swear that the articles produced were all that were found on Adsetts' person. Witness did not know if Bellow was still running a garden. By the Court—When defendant was searched, what sort of condition was he in?

Witness—He appeared to be in an unconscious condition; he was lying on the floor.

Wong Chuen, a servant on the fourth floor of the Hongkong Hotel, said that on 14th August a murder was committed.

Mr. Morrell—Is it part of your duty to know who are in the rooms?

Mr. Harding—I object to the question my friend is suggesting.

Witness said he did not know so much when asked several questions, whereupon Mr. Morrell asked leave to treat the witness as hostile.

Did you give the police any information?—I don't know.

Have you seen Mr. Adsetts before?—Yes.

Now, haven't you made a statement with regard to this case to Inspector Hanson?

Mr. Harding—I object to any question that may incriminate this witness.

Mr. Morrell—I have no idea of incriminating the witness.

Mr. Harding—He has asked to be allowed to treat this witness as hostile and it tends towards incriminating him.

Witness, proceeding, admitted making a statement to Mr. Hanson. Some of the rooms on his floor were engaged that day. People came to room 184 after eleven o'clock. They were a lady and gentleman and they gave him some soiled clothes to send to the wash. At 9.45 they went up to their room in the lift and about a quarter of an hour later they both went out. Next day he saw the man at six in the morning at the door of the room next to 184. About eight o'clock the man told witness not to enter his room as his wife was asleep. The man went downstairs. Witness never again saw the lady. Witness saw the box produced in the other room. He could not identify the accused.

In cross-examination witness said he had not talked to the other room boys about the case. He was asked to come to the gal and identify a European. Nothing was said to him. He had heard about the murder but he did not know if it was six months or one month ago.

The accused man smiled broadly at some of the answers given by witness.

Witness said the box produced was in the same external condition now as when he saw it enter the hotel on 3rd August. He had no other reason for identifying it except that he had seen it on that day. Witness swore that he was not called upon to open the door after the box had gone. The man was a tall man and the lady was nearly as tall as the man.

The case was adjourned until this afternoon.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held on the 3th instant in the Council Chamber.

PRESENT:—

HIS EXCELLENCY THE GOVERNOR, Sir FREDERICK JOHN DRAITHY LOGARD, K.C.M.G., C.B., D.S.O.

Hon. Mr. F. H. MAY (Colonial Secretary).

Hon. Mr. W. REES DAVIES (Attorney-General).

Hon. Mr. W. CHATHAM, C.M.G. (Director of Public Works).

Hon. Mr. A. W. BEERWIN (Registrar General).

Hon. Mr. E. A. HEWITT.

Hon. Mr. H. KENNEDY.

Hon. Dr. HO KAI, M.B., C.M., O.M.G.

Hon. Mr. WEI YUK.

Hon. Mr. E. OSBORNE.

Mr. A. G. M. FLETCHER (Clerk of Council).

MINUTES.

The minutes of the previous meeting were read, and confirmed.

THE COLONIAL SECRETARY—I have the honour to lay on the table by command of His Excellency the amended financial statement in connection with the estimates for 1908. In this statement, sir, it will be seen that the railway account is set forth separately from the stock account, and the separation will, I trust, render the statement more clear and easy to lay on the table by command of His Excellency the Report of the Committee appointed to consider and make suggestions for dealing with the public question.

FINANCIAL.

THE COLONIAL SECRETARY—I have to lay on the table Financial Minutes Nos. 46 and 47 and to move that they be referred to the Finance Committee.

THE ATTORNEY-GENERAL seconded, and the motion was agreed to.

THE COLONIAL SECRETARY—I have the honour to lay on the table the report of the Finance Committee Nos. 36 to 45 and to move its adoption.

THE ATTORNEY-GENERAL seconded, and the motion was agreed to.

COMPANIES' ORDINANCE.

THE ATTORNEY-GENERAL moved the first reading of a Bill entitled an Ordinance to amend the law relating to companies.

THE COLONIAL SECRETARY seconded, and the motion was agreed to.

THE ESTIMATES.

THE COLONIAL SECRETARY moved the second reading of the Bill entitled an Ordinance to apply a sum not exceeding \$4,982,983 to the public service for the year 1908.

THE ATTORNEY-GENERAL seconded.

The Hon. Mr. HAWETT—Your Excellency, the estimates have now been before the unofficial members of the Legislative Council, and having had the advantage of hearing the remarks that Your Excellency made a fortnight ago, the unofficial members have since discussed these estimates and I have been requested to reply for them, though some of the others will have remarks of their own to make. In the first place I think we may sincerely congratulate Your Excellency on the very satisfactory financial condition of the Colony as set forth in the estimates now before us. Of course, as we are aware and as Your Excellency has pointed out, a very considerable proportion of our revenue is of a precarious nature, more particularly that portion derived from land sales and from the opium monopoly. At the present moment it is unquestionable that trade and business in general are very much depressed. If we required any proof of that statement it is found in the fact that all first class stocks and the assessment of property in the city of Victoria is some four per cent below what it was last year. It is very evident that that increasing expenditure and still further reductions in the revenue to which Your Excellency has referred this year and to which your predecessor referred last year may continue and that the whole of the finances of this Colony will have to be reconsidered. There is one point on which I particularly wish to direct attention. I refer to the question of the military contribution. This was your old and burning question as long ago as the 18th when one of my predecessors in this Colony first raised the imposition of the military contribution by the Home Government upon this Colony. And since then, the same gentleman has spoken against it in the House of Commons. Since then it has been repeatedly discussed and unofficial members have repeatedly complained of the excessive amount which we are called upon to pay by means of this military contribution. We are aware that the presence of a garrison adds to our prosperity, but the garrison is not maintained for our purposes but for imperial needs and not entirely for the benefit of the Colony. We do not consider that because we happen to be a crown colony we should be called upon to contribute one-fifth of our total revenue for military contribution, especially when we see self-governing colonies in distant western lands not only having to pay a very trifling amount, but all due respect to the powers who have levied this exaction upon the Colony I cannot but compare it to the nature of the stand and deliver demand from the highwayman who suddenly appears before us with a pistol at our heads and says "Pay twenty cents in the dollar" while we have the consolation that we have still 80 cents left for our own needs. The question of the military contribution is one which deserves consideration at an early date, for one thing and have always maintained that it is correct that the Colony should contribute something towards the imperial troops but for a small colony the sum of \$1,200,000, as is the amount of our contribution this year, is excessive. There is one charge which falls under the head of military contribution, with which I am entirely in accord. That is the vote of \$16,000 towards the Volunteers. I will not repeat what I have already said on this subject. It is very pleasing to learn that recruiting is going on satisfactorily but it is discouraging to find that what the Government proposes to fund an infantry company so few of the younger members of the community come forward. I feel very strongly on the subject of the Volunteers from my past experience. I can only trust that the younger members of the Colony will come forward, knowing that the Government is straining every nerve to improve the status of Volunteers, and enlist as they should do. With regard to the Kowloon railway, to which there has been considerable reference, we are all agreed that it is sound business policy to press forward the construction of that railway as promptly as possible and if Your Excellency during the following year should find it necessary to call for an extra vote to meet the needs of the railway I am quite sure the unofficial members will be only too glad to give it their support. It was hoped that when the railway was commenced that the work would be completed within three years but at the present rate of progress I do not see how it would be completed before five

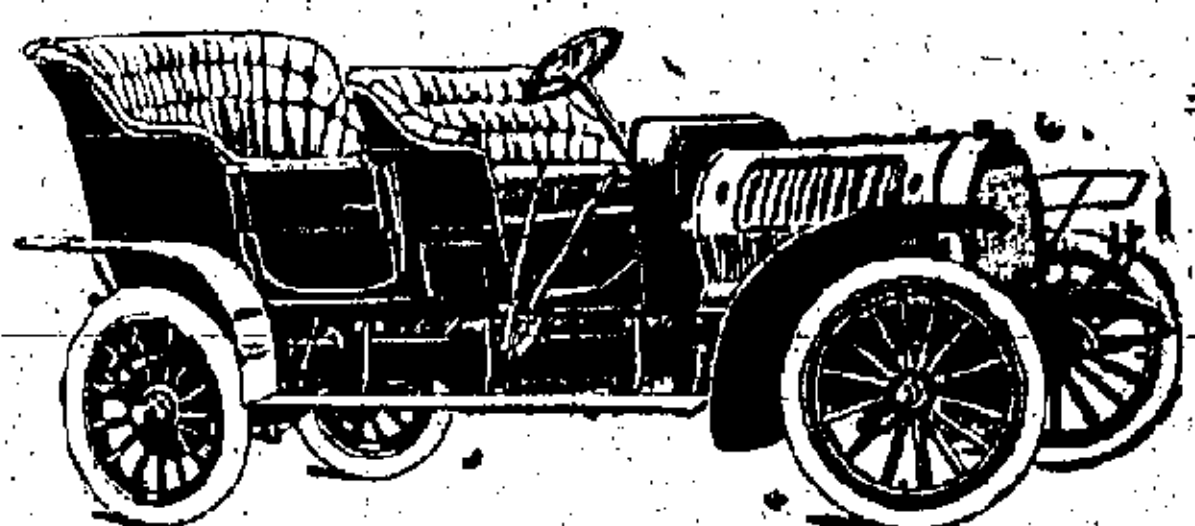
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Hongkong, 23rd August, 1907.

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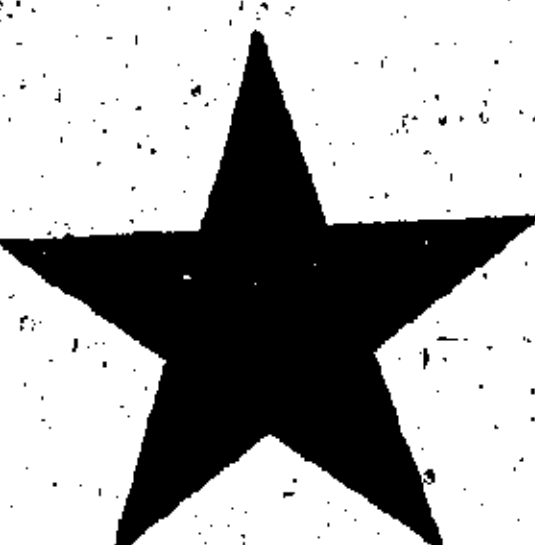
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Hongkong, 12th August, 1907.

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MOTOR NOTES FROM HOME.

[Written for the Daily Press.]

What a remarkable series of successes stand to the credit of the skilful, nimble car-builders of sunny Italy this season. France weeps for her fallen prestige, for the plums of victory have all been snatched away from her by her southern rivals. At first the fine fleet of flying Fiat had it all their own way, but latterly, thanks to the indomitable pluck of Prince Borghese and the dash and daring of Cagno who last Monday won the last big continental event at the Brescia meeting, the Itala has forged ahead and has been able to clinch the claims of its native country for highly reputable workmanship.

Both Daimlers and Napiers are so well known in the Colonies that all my readers will be interested to learn of a controversy raging between the makers of these cars, as to which can most justly lay claim to the title of hill-climbing champion of Great Britain. I was the innocent cause of this, for in the course of my writings I happened to describe the Daimler car as making shorter work of gradients than any other vehicle that had come under my observation. This aroused the ire of the inevitable—Edge, and he has challenged the statement. From the head of Napier I received a list of a dozen successors, in which he claims to have literally wiped up the road with the Coventry car. In fairness to the Daimler Company, therefore, I interviewed Mr. E. M. C. Instone, and so have been able to print in the sporting and illustrated papers I am connected with the case for the prosecution side by side with the Daimler defence.

Briefly the twelve claims to superiority made by Mr. Edge are heavily discounted by the fact that the Daimler cars were almost invariably driven by amateurs, private owners in no way connected with the manufacturers, using ordinary standard touring vehicles, while the Napiers of much higher power and price were with one exception specially constructed cars driven either by Mr. S. F. Edge himself or his brother Cecil. In Mr. Edge's list there was only one case where a privately owned Napier came up against Daimlers, and on that occasion the latter were well to the front while the Napier, though of higher power, only gained 33rd place.

Over and above this in all such sporting events as hill-climbing competitions, it is the first past-the-post man who is the favourite, who gets the bulk of the cheering, and who provides the most excitement from a spectator's point of view. In this respect I can honestly say that Daimlers have ten victories to their credit to one that Mr. Edge can claim. In the lists of successes referred to above where Mr. Edge has won on the fantastic formulae evolved by the R. A. C. handicappers, I find that in the majority of cases the Daimlers have made fastest times while in more than one instance fastest times on all classes in the programme have been made by the well-known Coventry car.

I think I have said enough to meet the challenge Mr. S. F. Edge has thrown down. The Daimler Company have supplied me with a list of their successes during 1906 and 1907, but this constitutes so many crowded pages of type-written records a special edition of this great and glorious organ will be required unless the editor will his mighty blue pencil. I hold no brief for Daimlers, but I do feel that no more cleanly or sportsmanlike patrons of automobilism are to be met with than the amateurs who drive the cars of this make so often to victory in the various hill climbs of Great Britain. To the best of my knowledge not one of them has ever been guilty of the secret use of picric acid, oxygen or any other extraneous aid to the internal combustion engine.

A car wins a hill climb and the buying public, reading the garish advertisements circulated by its makers, expect that its prowess as shown in hill-climbing competitions will be reflected in its every day performances when acute gradients are met with on tour. If oxygen was covertly used when the well-boomed victory was gained the buying public is grossly deceived. What do you, gentle reader in the Far East, know of the tricks of the trade, the fakes and freaks of certain of our pushful motor manufacturers? It must be remembered that oxygen cannot be used by the ordinary amateur, that its use during a tour is impracticable. For ways that are dark and tricks that are vain the motor merchant is indeed peculiar.

I have received reports of the annual meeting of the Automobile Club of Ceylon and I read with sympathy that the native mechanics and drivers (for whom of course quite a bright future must exist) are annoying their masters by suddenly absconding themselves from work or going on strike altogether. It was the same old story with my own "boys" when I was sojourning (for my sins) in the odiferous East. And another nuisance I too is noted at the above meeting, that of rikisha coolies adopting the motor horn as an embellishment to their ubiquitous vehicles. It used to be the same with the Chinese Baba on his cheap and nasty cycle in Malaya, and it is pretty much the same with the cad on castors at home. The unwritten law of a bell for a bicycle, and a horn for a motor car should be made concrete on the blue books of the Empire. In spite of its little worries I have to congratulate the Automobile Club of Ceylon upon its 180 members and general prosperity.

I have often referred to the Automobile Association in phrases of eulogy, for their corps of scouts who patrol the roads in order to warn motorists of the proximity of police traps serve a most useful purpose, and any colonial touring in this country will save both money time and temper, by sporting an A. A. badge on his dash board. It is most regrettable that the Motor Union, an offspring of the R. A. C. should have been fit to have trespassed upon the preserves of the A. A. to have slavishly imitated its badge,

and policy, and to have entered into such hostile competition with it, but a fight to the finish with the two bodies is inevitable. The war has already broken out and is viewed by all sensible motorists as a regrettable rupture that can only prove a brake on the wheels of progress.

Important commercial vehicle trials began today at Chislewick with a preliminary inspection by the judges. Most of the best known industrial car-makers are represented, and on Monday sixty vans, lorries and drays will start out on an arduous tour of the Midlands. As commercial vehicles are of particular interest to colonials I shall give comments upon the trials in my next week's budget.

THE CUBICLE QUESTION.

The report of the committee appointed to consider and make suggestions for dealing with the Cubicle question, was yesterday laid before the Legislative Council by Command of His Excellency the Governor.

The report was as follows:—
Recommendations agreed to by the Committee appointed by His Excellency the Governor Administering the Government to enquire into and report upon the Cubicle question generally.

1. Cubicles must be permitted in houses.
2. As regards construction of cubicles, wood, metal or other material approved by the Building Authority should be laid down as the rule, subject to such being painted, whitewashed or otherwise kept clean to the satisfaction of the Sanitary Board.

3. As regards dimensions of such, the present limits prescribed by Section 154 should be adhered to, with the discretion presently existing and exercised by the Sanitary Board but without the necessity for the consent of the Governor-in-Council.

4. The conditions of the construction and maintenance of cubicles in existing houses should be left to the discretion of the Sanitary Board, without reference to the Governor-in-Council.

In the above connection the Board is recommended to exercise to the full extent its discretion provided for in the proviso to section 154 of the Principal Ordinances in the direction of permitting as many cubicles as is expedient on all floors including the ground floor or after inspection of the premises by competent officers. The number of cubicles allowed on each floor should be painted up conspicuously on such floor. 5. An addition should be made to the law in the shape of a proviso to Section 46, viz.:—Any room not containing a cubicle may be inhabited to the extent of one adult person to every 30 square feet of floor space and 330 cubic feet of air space.

Sub-section 153 (b) 3 should be amended to permit the occupation of an occupant's office in a shop by not more than two persons at night.

6. In regard to re-erected houses, cubicles should be allowed in the same manner and to the same extent as in existing houses.

The words "or re-erected" should be struck out of Section 153 sub-section (c) and the following added:—"on any site which is now vacant or which is now occupied by domestic buildings of a European type or by any non-domestic building."

This will permit cubicles in re-erected houses of the tenement class, but will prohibit them in new houses on sites hitherto occupied by tenement houses of the ordinary Chinese type. 7. The Building Authority should have power by law to require that, in the case of domestic buildings erected on these sites, if intended for Chinese tenements, provision be made for the subdivision of each story above the ground story into rooms of a suitable area, the idea being to insist upon a proper provision of window space in such houses either laterally, or in such other manner as the architect may be able to devise.

8. No question of compensation arises in connection with any of the foregoing recommendations.

9. Government should undertake the demolition of the upper floors of every third house in blocks of Chinese tenements repayment of the expenditure incurred being made by the owners of the adjoining houses in respect of the improvements to their property by means of annual instalments extended over a period of years and calculated at such rate of interest as to ultimately recoup the Government for all its outlay.

The houses left standing will, if paragraph 5 is acted upon, legally house the persons displaced from the buildings so demolished. Provided that any other scheme recommended by the Sanitary Board may be carried out in lieu of the above.

A. M. THOMSON,

Colonial Treasurer.

W. CHATHAM,

Director of Public Works.

EDWARD A. RAM,

EDWARD OSBORNE,

HENRY KESWICK,

HO KAI,

FRANK CLARK,

Medical Officer of Health.

W. H. YUK.

10th August, 1907.

With regard to para. 9 I am unable to agree with the report. My personal experience in carrying out works upon old Chinese buildings leads me to believe that it will be, in a great

majority of cases, impracticable—for structural reasons—or only practicable at the expense of what would amount to a rebuilding. These extra works, however, provided for must lead to a considerable increase of rentals—to be paid for out of the meagre earnings of the coolie and artisan class—and I am not satisfied that the community, and especially the poorer Chinese section of it, will profit proportionately by this further increase in the cost of living here.

EDWARD A. RAM.

I agree to the recommendations as a means of improving the housing of the working classes but I do not agree that they, of themselves, are sufficient to eradicate Plague which in my opinion can only be effected by more frequent and thorough cleansing and the destruction of rats and vermin.

EDWARD OSBORNE.

I am in accord with Messrs. Ram and Osborne, and sign the recommendation in the hope that it may bring some improvement in the future. I consider however that § 154 of the Public Health and Buildings Ordinance No. 1 of 1903 (as amended by Ordinances 20 and 23 of 1903) with its proviso would have properly met the case, assuming of course that the Sanitary Department carried out its duties in an intelligent manner.

In the past, however, the Sanitary Board by sticking closely to the letter of the law, and without taking the responsibility of exercising its judgment, has harassed the Chinese into a manner of expedients to obtain a certain amount of privacy and decency for themselves, such expedients being far worse than the evils with which the Ordinance was intended to deal.

In support of my opinion I quote the following official reply dated 25th July, 1907, to my enquiry as to how often the terms of the proviso had been availed of since the Ordinance came into force.

"The number of cases in which the Sanitary Board have recommended to the Governor in Council modifications of or exemption from the requirements of § 154 of the Public Health and Buildings Ordinance, 1903, is as follows:—

1903,	4 Applications.
1904,	4
1905,	none.
1906,	3
1907,	24

There are well over 5,000 Chinese tenement houses in which cubicles are used. It would be absurd to suggest that one hard and fast rule could be usefully made applicable to them all; much more so to endeavour to enforce it.

HENRY KESWICK.

Colonial Secretary's Office.

Hongkong, 3rd May, 1907.

I am directed to invite the attention of the Sanitary Board to the proviso contained in Section 154 of the Public Health and Buildings Ordinance which to judge from representations recently made to Government does not appear to have been availed of by the Board to deal with the cubicle question. I am now to suggest as a practical means for giving as much latitude in the use of the cubicles as is compatible with reasonable sanitary requirements to the poorer classes of Chinese inhabiting tenement houses, that the Board by means of some of its officers institute a house inspection and decide what number of cubicles might reasonably be allowed to be erected and maintained in each floor, and thereafter make recommendations accordingly for modification or exemption by the Governor-in-Council.

I am, etc.,

A. M. THOMSON,

Colonial Secretary.

The Secretary,

SANITARY BOARD.

NAVAL AND MILITARY NOTES.

Lieutenant A. J. Stewart, Fhanghai Volunteer Artillery, attached to the 15th Brigade Royal Field Artillery, Aldershot, from Oct. 1 to 10 for the usual course of instruction.

The destroyers of the China Squadron seem to have made good practice with their light quick-firing guns at the recent target practice. It is now pretty certain that the magnificent record of the flagship *King Alfred* will not be broken.

Captain J. A. S. Murray, Army Ordnance Department, Dublin, has been placed under order to proceed to Hongkong, embarking about 31st inst.

The troopship *Scyllia* will leave Southampton on 31st inst. with drafts and details for Egypt, Ceylon, Singapore, and Hongkong. She will call at Port Said on Nov. 13, Colombo on the 26th, Singapore on Dec. 3, and Hongkong on the 10th following. The *Scyllia* will leave the latter port on Dec. 21, will call at Singapore on 26th, at Colombo on the first day of the New Year, and she will reach Southampton Water on Jan. 27.

One of the most notable points about the new bullet, of which so much has been heard lately, is the apparent minimum effect of the wind upon its flight notwithstanding its increased length. The other evening the writer had the privilege of seeing some experiments with the projectiles. The marksman was firing with the service rifle at 500 yards, and with an ordinary bullet he found it necessary to put on 10 ft. for the wind, which was blowing very strong across the range. Changing to the new bullet, the same marksman put on four "bullets" in succession with only one foot of wind.

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Hongkong, 30th July, 1906. 138-2

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Water on Blocks at Spring Tide 84 "

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Extreme Length... .. 523 feet.
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Width of Entrance on Top... .. 88 "
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DOCK No. 2.
Extreme Length... .. 571 feet.
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SHIPPING.

ARRIVALS.
CHANGCHEW, British str., 1,500, Ruesel, 3rd Oct.—Singapore 27th Sept., General—China.
CHUTYEN, Chinese str., 3rd Oct.—Canton.
DELHI, British str., 4,783, J. D. Andrews, N.M.S., 3rd Oct.—Bombay 18th Sept. Mails and General—P. & O. S. N. Co.
DELHI, German str., 726, J. Lenz, 3rd Oct.—Bangkok 20th Sept. Rice—Melchers & Co.
DELHI, British str., 4,780, C. L. Daniel, 3rd Oct.—Shanghai 1st Sept., General—P. & O. S. N. Co.
HONGKONG, French str., 739, E. Corail, 3rd Oct.—Haiphong and Hoihow 2nd Oct., General—A. R. Marly.
JOSHIN MARU, Japanese str., 702, H. S. Smith, 3rd Oct.—Tamsui 19th Sept., General—Osaka Shosen Kaisha.
KAMAKURA MARU, Japanese str., 3,788, H. Fraser, 3rd Oct.—London 24th Aug. and Singapore 27th Sept., General—Nippon Yusen Kaisha.
KIRIARU, British str., 3rd Oct.—Canton.
MACHU, German str., 993, R. Zellner, 3rd Oct.—Bangkok 20th Sept., Rice—Butterfield & Swire.
PROGRESS, German str., 687, H. Pahren, 3rd Oct.—Cebu 28th Sept. Sugar—Siemens & Co.
SAINTE-GEORGES, British str., 2,675, W. May, 3rd Oct.—New York U.S.A. 3rd Aug., General—Doddwell & Co.

CLEARANCES
AT THE HARBOR MASTER'S OFFICE.
 3rd October.
Argis, German str., for Swatow.
Christian, British str., for Meiji.
Delhi, British str., for Shanghai.
Despatch, British str., for Amoy.
Glendaloch, British str., for Swatow.
Hoihow, German str., for Bangkok.
Yamato Maru, Japanese str., for Manila.

DEPARTURES.
 3rd October.
AMIGO, German str., for Hoihow.
CHIMIL, British str., for Hoihow.
FRITHOF, Norwegian str., for Swatow.
J. DIBERICHSEN, German str., for Pakhoi.
KWONGSANG, British str., for Canton.
MICHAEL JENSEN, German str., for Swatow.
RAJAH, German str., for Bangkok.
TAKAKAKI MARU, Japanese str., for Singapore.
YIKANG, British str., for Canton.

SHIPPING REPORTS.
 The Japanese str. *Joshin Maru* reports: Strong N. E. monsoons and consider. sea, moderate and gentle E. N. E. on the coast.

VESSELS IN DOCK.
 October 3rd.
ABERDEEN DOCKS.—
Kowloon Docks.—*Powhatan*, *Changsha*, *H.M.S. Pome*, *Manila*, *Amara*, *H.M.S. Cherub*, *Cosmopolitan* Docks.—*Lunethan*.

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"DELTA"
 Captain C. L. Daniel, carrying H.M. Majesty's Mail, will be despatched from this office for Bombay & on SATURDAY, the 5th October, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Victoria," 6,500 tons, from Colombo, passengers' accommodation from Hongkong. Silk and Valuable, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "PERRIA," due in London on 16th November, 1907. Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to
E. A. HEWITT,
 Superintendent.
 Hongkong, 23rd September, 1907.

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THE Steamship

"NERA"
 Captain C. Schmitz, will be despatched for MARSEILLES on TUESDAY, the 15th October, at 1 p.m.
 The steamer connects at Colombo with one of the Co's Australian steamers bound for Marseilles via BOMBAY and Aden.
 Passage tickets and through Bills of Lading, issued for above ports.
 Cargo also booked for principal places in Europe.
 Next sailings will be as follows:
 S.S. "YARAKA" ... 25th Oct.
 S.S. "ERNEST SIMONS" ... 12th Nov.
 S.S. "TUNIK" ... 26th Nov.
 S.S. "POLYNESIAN" ... 10th Dec.
 S.S. "TOURANE" ... 24th Dec.
 G. DE CHAMPEAUX,
 Agent.
 Hongkong, 3rd October, 1907.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "h," nearest Hongkong-Shanghai between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's Office. 2. From Harbour Master's Office to White Pier. 3. From White Pier to Naval Yard. 4. From Naval Yard to West Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c., via USUAL PORTS OF CALL.	DELTA	Brit. str.	—	C. L. Daniel, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	NAMUR	Brit. str.	—	H. W. Kenrick, R.N.R.	P. & O. S. N. Co.	About 9th inst.
MARSEILLES, HAVRE & COPENHAGEN	INDIEN	Den. str.	—	C. Schmitz	MESSAGERIES MARITIMES	On 15th inst., at 1 p.m.
HAVRE & HAMBURG via STRAITS, &c.	BELGRAVIA	Ger. str.	k.w.	Hildebrandt	MELCHERS & CO.	End of October.
HAVRE & HAMBURG via STRAITS, &c.	SUEVIA	Ger. str.	k.w.	Salmer	HAMBURG-AMERIKA LINIE	On 19th inst.
NAPLES, GENOA, LONDON, HAVRE & HAMBURG	BRISGAVIA	Ger. str.	k.w.	Giesenbrun	HAMBURG-AMERIKA LINIE	On 12th November.
NAPLES, GENOA, LONDON, HAVRE & HAMBURG	GOEDEN	Ger. str.	k.w.	B. Wilhelm	HAMBURG-AMERIKA LINIE	On 26th November.
NAPLES, HAVRE & HAMBURG via STRAITS, &c.	HOHENSTAUFEN	Ger. str.	k.w.	Jung	MELCHERS & CO.	On 9th inst., at Noon.
TRIESTE, &c., via SINGAPORE, &c.	SILEZIA	Ger. str.	k.w.	Bahle	HAMBURG-AMERIKA LINIE	On 30th inst.
ODDESSA	PERIA	Aus. str.	—	P. Craglietto	SANDER, WIELER & CO.	On 11th December.
NEW YORK	NIJNI NOVGOROD	Rus. str.	—	—	MELCHERS & CO.	About 30th inst., P.M.
NEW YORK	HEADLEY	Brit. str.	—	—	DODWELL & CO., LTD.	On 20th inst.
NEW YORK via PORTS & SUEZ CANAL	OCEAN MONARCH	Am. str.	—	—	ARNOLD, KARBURG & CO.	To-morrow.
BOSTON & NEW YORK	MUNCASTER CASTLE	Am. str.	—	—	SHEWAN TOMES & CO.	About 22nd inst.
VANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	—	—	DODWELL & CO., LTD.	On 26th November.
VANCOUVER via SHANGHAI JAPAN, &c.	MONTEAGLE	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 24th inst., at 4 p.m.
CALLAO (B.C.) & TACOMA via JAPAN	KUMERIC	Am. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 6th Nov., at Noon.
CALLAO (B.C.) & TACOMA via JAPAN	KARATO MARU	Jap. str.	—	—	DODWELL & CO., LTD.	On 25th inst.
AUSTRALIAN PORTS via MANILA	CHANGSHA	Brit. str.	1 m.	D. Baird	TOYO KISEN KAISHA	On 10th inst., at Noon.
AUSTRALIAN PORTS via MANILA	MANILA	Ger. str.	—	G. W. Eddy	BUTTERFIELD & SWIRE	On 10th inst., at 4 p.m.
AUSTRALIAN PORTS via PORT DARWIN &c.	EMPIRE	Brit. str.	—	J. Minner	MELCHERS & CO.	On 10th inst., at Noon.
YOKOHAMA AND KOBE	CHINGTUNG	Brit. str.	1 m.	Helm	GIBB, LIVINGSTON & CO.	On 10th inst., at 4 p.m.
JAPAN	TRIEN WILDMAR	Ger. str.	—	W. von Seiden	BUTTERFIELD & SWIRE	About 13th inst.
TIENTSIN	CHONGSHING	Dut. str.	—	Zwart	JAVA-CHINA JAPAN LIN	On 12th inst., at Noon.
CHEFOO & NEWCHWANG	KWEIYANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & CO. LD.	On 18th inst., at 4 p.m.
CHEFOO & TIENTSIN	ROUCHOW	Brit. str.	1 m.	Dowson	BUTTERFIELD & SWIRE	On 21st inst., at 4 p.m.
SHANGHAI (DIRECT)	KUENANG	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	To-day, at Noon.
SHANGHAI via SWATOW	CHUNANG	Brit. str.	—	H. A. Wavell	JARDINE, MATHESON & CO. LD.	About 4th inst.
SHANGHAI via NINGPO	DELHI	Brit. str.	—	J. D. Andrews, R.N.R.	F. & O. S. N. Co.	On 7th inst., at 4 p.m.
SHANGHAI via SWATOW, AMOY & FOCHOW	KWONGSANG	Brit. str.	—	W. P. Baker	JARDINE, MATHESON & CO. LD.	On 8th inst., at 9 a.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SHOSHU MARU	Jap. str.	—	M. Nemoto	MELCHERS & CO.	About 8th inst.
SHANGHAI	ROON	Ger. str.	—	G. Meiners	MELCHERS & CO.	On 15th inst., at 4 p.m.
SHANGHAI, YOKOHAMA & KOBE	YIKANG	Brit. str.	—	W. S. Thomas	JARDINE, MATHESON & CO. LD.	On 15th inst., at 4 p.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CANTON	Swed. str.	—	O. Jones, R.N.R.	MELCHERS & CO.	On 15th inst., at 4 p.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CANDIA	Brit. str.	—	G. Philipps	P. & O. S. N. Co.	On 15th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	NORR	Brit. str.	—	Brehmer	HAMBURG-AMERIKA LINIE	On 15th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	SITHONIA	Ger. str.	k.w.	V. E. Sawer	JARDINE, MATHESON & CO. LD.	On 15th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	FOOKSANG	Ger. str.	k.w.	Schonefeldt	HAMBURG-AMERIKA LINIE	On 15th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	SGOVIA	Ger. str.	1 m.	L. D. Northcombe	BUTTERFIELD & SWIRE	On 15th inst., at 4 p.m.
SHANGHAI & SHANGHAI	SHAORING	Brit. str.	1 m.	F. Northcombe	BUTTERFIELD & SWIRE	On 15th inst., at 4 p.m.
SHANGHAI & SHANGHAI	YOCROW	Brit. str.	1 m.	H. S. Smith	TOYO KISEN KAISHA	On 15th inst., at 4 p.m.
SHANGHAI & SHANGHAI	JOSHIN MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 15th inst., at 4 p.m.
SHANGHAI & SHANGHAI	HUPER	Brit. str.	1 m.	A. Mathias	JARDINE, MATHESON & CO. LD.	On 15th inst., at 4 p.m.
SHANGHAI & SHANGHAI	YUENANG	Brit. str.	—	T. Myrick	JARDINE, MATHESON & CO. LD.	On 15th inst., at 4 p.m.
SHANGHAI & SHANGHAI	ZAFIRO	Brit. str.	—	A. Fraser	SHEWAN, TOMES & CO. LD.	To-day, at 4 p.m.
SHANGHAI & SHANGHAI	TAMING	Brit. str.	1 m.	A. W. Outerbridge	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI & SHANGHAI	LOONGSANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & CO. LD.	On 15th inst., at 4 p.m.
SHANGHAI & SHANGHAI	RUEN	Brit. str.	—	R. Almond	SHEWAN, TOMES & CO.	On 12th inst.
SHANGHAI & SHANGHAI	SUNGKIANG	Brit. str.	1 m.	G. H. Pennefather	BUTTERFIELD & SWIRE	On 10th inst., at 4 p.m.
SHANGHAI & SHANGHAI	BORNEO	Brit. str.	k.w.	F. Sembl	MELCHERS & CO.	Beginning of October.
SHANGHAI & SHANGHAI	KUTSANG	Brit. str.	—	Bradley	JARDINE, MATHESON & CO. LD.	On 19th inst., at Noon.
SHANGHAI & SHANGHAI	LEVANZO	Ital. str.	—	Gravone	CARLOWITZ & CO.	On 11th inst., at Noon.
SHANGHAI & SHANGHAI	TRIMAH	Dut. str.	—	de Brouwers	JAVA-CHINA JAPAN LIN	Quick despatch.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	A. Fraser	Manila	On 5th October.
RUBI	2540	R. W. Almond	Manila	On 12th October.

For Freight or Passage apply to

SHEWAN TOMES & CO.,
 GENERAL MANAGERS.

Hongkong, 1st October, 1907.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).
 S.S. "OCEAN MONARCH" ... On 2nd November.

For freight and further information apply to

SHEWAN TOMES & CO.,
 GENERAL AGENTS.

Hongkong, 14th September, 1907.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"CANTON"	Middle of October.
MARSEILLES, HAVRE and COPENHAGEN	"INDIEN"	End of October.

For Further Particulars, apply to

MELCHERS & CO.,

Hongkong, 27th September, 1907.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	DATE OF SAILING
MANILA	"YUENANG"	Friday, 4th Oct., 4 p.m.
SHANGHAI via SWATOW	"CHUNGANG"	Saturday, 5th Oct., 4 p.m.
SHANGHAI via NINGPO	"KWONGSANG"	Monday, 7th Oct., 4 p.m.
SHANGHAI	"YIKSANG"	Tuesday, 8th Oct., 4 p.m.
MANILA	"LOONGSANG"	Friday, 11th Oct., 4 p.m.
TIENTSIN	"CHONGSHING"	Saturday, 12th Oct., Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Tuesday, 15th Oct., 4 p.m.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Saturday, 19th Oct., Noon.

REDUCED FARES TO STRAITS AND CALCUTTA.

Hongkong to Singapore 1st Class, Single 65. Return 100.
 Penang " " 85. " 150.
 Calcutta " " 165. " 250.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to **JARDINE, MATHESON & CO., LTD.**,
 GENERAL MANAGERS.

Hongkong, 4th October, 1907.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
KUMERIC	6,232	D. Baird	On 25th October.
SHAWMUT	9,606	E. V. Roberts	On 6th November.

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.

Hongkong, 4th October, 1907.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "RHEANIA," "HARBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are amply fitted with fans. Laundry on Board. Doctor and Stewardesses carried. These steamers call at PLYMOUTH homebound, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" and "SILEZIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples, Southampton or Hamburg.

OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.	FOR THE STRAITS, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE & HAMBURG.
SILEZIA ... 2nd November	* HOHENSTAUFEN 30th October
SCANDIA ... 2nd December	SILEZIA ... 11th December

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:

SITHONIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 15th Oct.
 SEGOVIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 27th Oct.

NEXT SAILINGS HOMEWARD:

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TEHRAN, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

Also via Aden or Port Said by the "ARABIC" PERMANENT SERVICE to Arabian and Persian Gulf Ports.

BELGRAVIA HAVRE & HAMBURG ... 10th Oct.
 HOHENSTAUFEN NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 30th Oct.

SUEVIA HAVRE & HAMBURG ... 12th Nov.
 BRISGAVIA HAVRE & HAMBURG ... 26th Nov.

* SILEZIA NAPLES, HAVRE & HAMBURG ... 11th Dec.

* Special attention of intending Passengers is drawn to the splendid accommodation of this Steamer. Saloon and cabins amply lighted throughout by electricity. Daily qualified Doctor and stewardess carried. Laundry on board.

12

VESSELS ON THE BERTH

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO and IQUIQUE, via JAPAN PORTS (Kobe, Yokohama, and Yokohama). With option to Call at other Coast Ports.

Steamers Tons

"KARATO MARU" 6,100 On 10th Oct., at Noon.

"KATHARINE PARK" 5,000 End of Nov.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSUDA, Manager,
 York Building.

Hongkong, 3rd October, 1907.

NAVIGAZIONE GENERALE ITALIANA.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

GOV	STAMERS	TO SAIL	REMARKS
SHANGHAI	DELHI	About 4th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS	DELHI	Noon, 5th Oct.	See Special of Call.
MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	NAMUR	About 9th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	CANDIA	About 12th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NORE	About 13th Oct.	Freight and Passage.

Hongkong, 3rd October, 1907.

E. A. HEWETT,
Superintendent

CHINA NAVIGATION CO., LIMITED.

FOR	STAMERS	TO SAIL
SHANGHAI Direct	"KIU KIANG"	On 4th Oct. No. N.
HONGKONG and HAIPHONG	"HUPEH"	On 5th Oct. D'light
MANILA	"TAMING"	On 8th Oct. 4 P.M.
Cebu & ILOILO	"SUNGKIANG"	On 10th Oct. 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CALEDOON, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 10th Oct. 4 P.M.
YOKOHAMA and KOBE	"CHINGTU"	On 10th Oct. 4 P.M.
SWATOW and SHANGHAI	"SHAOHSING"	On 11th Oct. 4 P.M.
SWATOW and SHANGHAI	"YOHOW"	On 16th Oct. 4 P.M.
CHEFOO and NEWCHWANG	"KWEIYANG"	On 18th Oct. 4 P.M.
CHEFOO and TIENHSIN	"KUEICHOW"	On 21st Oct. 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

Hongkong, 4th October, 1907.

BUTTERFIELD & SWIRE,
AGENTS

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific is the "EMPERESS LINE," Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.

18 DAYS HONGKONG to VANCOUVER.

R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"EMPERESS OF INDIA"	8,000	THURSDAY, 24th Oct.	11th Nov.
"MONTEAGLE"	6,163	WEDNESDAY, 6th Nov.	30th Nov.
"EMPERESS OF JAPAN"	6,900	THURSDAY, 21st Nov.	9th Dec.
"EMPERESS OF CHINA"	6,900	THURSDAY, 19th Dec.	6th Jan.
"EMPERESS OF INDIA"	6,900	THURSDAY, 16th Jan.	3rd Feb.

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE

YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail

Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships,

14,500 tons register. The through transit to LIVERPOOL being 224 days from YOKOHAMA

and 294 days from HONGKONG.

Hongkong to London, let Class via St. Lawrence River Lines or New York \$71.10

Intermediate on Steamers 240, " 242.

and let Class Railways 240, " 242.

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the

American Continent.

R.M.S. "MONTEAGLE," carry Intermediate passengers only, at Intermediate rates,

providing superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL BATES (First class only) granted to Missionaries, Members of the Naval

Military, Diplomatic, and Civil Services, and to European Officials in the Service of China

and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,

Corner Pedder Street and Praya opposite Blake Pier.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMUOI VIA SWATOW and AMOY	"JOSHIN MARU"	SUNDAY, 6th Oct., at 9 A.M.
SHANGHAI VIA SWATOW, AMOY and FOCHOW	"SHOSHU MARU"	TUESDAY, 8th Oct., at 9 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office

Second Floor, No. 1, Queen's Buildings.

Hongkong, 4th October, 1907.

T. ABIMA, Manager.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJIMAHY	JAPAN	Second half of Oct.	JAVA PORTS	Second half of Oct.
TJIKINI	JAPAN	Second half of Oct.	JAVA PORTS	Second half of Oct.
TJIPANAS	JAVA	First half of Nov.	JAVA PORTS	First half of Nov.
TJILIWONG	JAVA	First half of Nov.	JAPAN	First half of Nov.
TJILATJAP	JAPAN	Second half of Nov.	JAVA PORTS	Second half of Nov.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

YORK BUILDINGS, 1st Floor.
Hongkong, 3rd October, 1907.

PASSENGER SEASON 1908.

IN 25 DAYS TO ITALY BY THE MAGNIFICENT N.D.L. LINERS:

STEAMER	Tons Reg.	ON	DATE
"BUELOW"	8,000	ON	MARCH 11TH.
"PRINZ LUDWIG"	9,630	ON	MARCH 25TH.
"PRINZESS ALICE"	10,911	ON	APRIL 8TH.

CALLING AT NAPLES, GENOA, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

Early booking recommended.

For Particulars, apply to—

Hongkong, 10th August, 1907.

General Agents.

1365

SHIPPING IN PORT.

STEAMERS	FROM	EXPECTED ON OR ABOUT
AMARA, British str., 1,654, C. J. Matlock, 27th Sept.	Moji	21st Sept.
AMOR, German str., 663, H. Plambeck, 25th Sept.	Takao	23rd Sept.
ANGEL, German str., 1,001, C. Kumpel, 28th Sept.	Bangkok	19th Sept.
ANGLO AUSTRALIAN, British str., 2,545, Lewis, 30th Sept.	New York and Durban	25th Sept.
BANDAI MARU, Japanese str., 3,227, T. Morio, 24th Sept.	Moji	19th Sept.
BORNEO, German str., 1,344, F. Sembill, 30th Sept.	Sandakan	24th Sept.
CHANGSHA, British str., 2,239, G. W. Estley, 23rd Sept.	Sydney via Port 21st Aug.	General—Butterfield & Swire.
CHUYEN, Chinese str., 1,177, C. Stewart, 23rd Sept.	Shanghai	25th Sept.
CHRISTIAN NICHOLSEN, Norwegian str., 1,930, Bensen, 26th Sept.	Sydney, Coal and Flour—William.	
CHURCH, British str., 1,417, D. A. King, 30th Sept.	Moji	25th Sept.
DEWEET, British str., 1,562, J. Jenkins, 26th Sept.	Saigon	22nd Sept.
DRUPAR, Norwegian steamer, 1,102, J. Bing, 25th Sept.	Swatow	27th Sept.
EMPERESS OF INDIA, British str., 8,032, E. Betham, 22nd Sept.	Vancouver, B.C., 2nd Sept.	Mails and General and Flour—C. F. H. Co.
GLENFALLOCH, British steamer, 1,424, Jos. Hainworth, 2nd Oct.	Panama	22nd Sept.
GREGORY APCAR, British str., 2,961, S. H. Belson, 2nd Oct.	Moji	27th Sept.
HATTAN, British str., 1,183, J. S. Bosch, 2nd Oct.	Coast Ports	28th Sept.
HUMAR, British str., 1,142, C. W. Priokett, 28th Sept.	Wuhu	24th Sept.
INDRAPATI, British str., 3,152, Kaiway, 25th Sept.	New York	2nd Aug.
KARATO MARU, Japanese str., 3,823, D. Mori, 2nd Oct.	Iquique and Chili	10th Aug.
KONG WAI, German str., 1,115, T. Kohler, 19th Sept.	Bangkok and Swatow	18th Sept.
KUANG, British str., 1,927, Wavell, 20th Sept.	Shanghai	25th Sept.
KIYO MARU, Japanese str., 1,448, S. Hirai, 18th Sept.	Cebu	15th Sept.
KWANGLEE, Chinese str., 1,468, R. Lincoln, 1st Oct.	Shanghai	28th Sept.
KWONGSANG, British str., 1,428, W. Palmer, 2nd Oct.	Shanghai via Swatow	1st Oct.
MANILA, German str., 1,118, J. Minssen, 22nd Sept.	Melbourne	17th Aug.
NANSHAN, British str., 1,999, Allan Jones, 30th Sept.	Saigon	25th Sept.
PROFIT, Norwegian str., 715, H. Solvitt, 10th Sept.	Kololo	5th Sept.
SOLSTAD, Norwegian str., 897, N. Bjornsgaard, 28th Sept.	Saigon	25th Sept.
TELEMACUS, British str., 1,340, J. W. Williams, 26th Sept.	Saigon	21st Sept.
TILLWONG, British str., 3,061, Yon Wych, 26th Sept.	Saigon	25th Sept.
TOLV, Norwegian str., 741, E. Jacobsen, 24th Sept.	Bangkok	16th Sept.
YAWATA MARU, Japanese str., 2,366, K. Honma, 1st Oct.	Nagasaki	27th Sept.

General—Nippon Yusen Kaisha.

DAVID CORSE & SON'S

MECHANICAL NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TAEPAULING

ARNHOLD, KARBERG & CO.

Sole Agents

295

Do you Suffer?

FROM

HEADACHE

LOSS OF SLEEP

INDIGESTION

TORPID LIVER

BILIOUSNESS

Beecham's

Pills

will quickly remove the cause of these distressing complaints and restore healthy action to every organ. You will feel like a new person after taking a few doses of BEECHAM'S PILLS. They rid the system of impurities, improve the digestion, banish headache and

Give Positive Relief

In all cases of CONSTIPATION, BILIOUSNESS, INDIGESTION and DISORDERED LIVER.

The excellent results obtained by the use of BEECHAM'S PILLS have proved them worthy of the confidence they enjoy. They have helped thousands and recommend themselves.

Sold at all Drug Stores and by all Medicine Vendors in China; in boxes, price 5/6, 1/1, and 2/6.

686-1

VISITORS TO CANTON.

FROM HONGKONG TO CANTON.

BY THE PEARL RIVER.

Should purchase

CAPTAIN C. V. LLOYD (S.S. "PATRAN")

With Illustrations, Maps and Plans.

Price \$1.50

On Sale at—

Hongkong: "DAILY PRESS" Office,

Meester, KELLY & WALSH,

Meester, W. B. BROWNE & Co.

Meester, A. S. WATSON & Co.

Hongkong, 4th October, 1907.

TO LET

TO LET.

IMMEDIATE POSSESSION.

NO. 2, HOLLYWOOD ROAD.

Apply to—

ARRATON V. APCAR & Co.,

45, Wyndham Street,

Hongkong, 2nd March, 1907. 491

TO LET.

NO. 2, MACDONNELL ROAD.

Apply to—

COMPTON'S DEPARTMENT,

Nippon Yusen Kaisha,

Hongkong, 3rd June, 1905. 197

TO LET.

ONE ROOMED HOUSE at Praya

East, near Point.

Apply to—

JARDINE MATHESON & CO., LTD.

Hongkong, 24th June, 1907. 1104

TO LET.

FROM 1st November, the furnished flat

Top Floor of Messrs. DOUGLAS, LAPRAIK &

Co.'s Office, Four Rooms with Kitchen and

Bathroom.

Apply to—

DOUGLAS LAPRAIK & CO.

Hongkong, 2nd October, 1907. 1691

TO LET.

A 9 ROOM HOUSE, with Tennis Lawn

and out-houses. Good view of the

harbour. 13, Macdonnell Road. Apply to—

DR. HO KAI, Barrister-at-Law,

Des Voeux Road.

Hongkong, 23rd September, 1907. 1580

TO LET.

"STONHEVED" 35, Robinson Road.

No. 52, CAINE ROAD.

Apply to—

SAM WANG CO., LTD.,

13, Queen's Road Central,

Hongkong, 22nd July, 1907. 1103

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A HOUSE in KNOTSFORD TERRACE

KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT

MENT & AGENCY CO., LD.

Hongkong, 1st October, 1907. 192

TO LET.

FIRST Class European Houses, Loebel

Terrace and Humphreys Avenue Kow-

loon.

Apply to—

HEWAN & CO.,

Care of China Merchants S. N. Co.

Hongkong, 1st October, 1907. 1590

TO LET.

A suit of 3 LARGE and ONE SMALL

ROOMS with Bath Room attached, and

Veranda all round, on the First Floor in

College Gardens, No. 31, Wyndham Street,

facing "Glenahly" Can have the use of a

Kitchen, can be rented singly or the whole.

GROUND FLOOR of No. 4, Des Voeux

Road including a Strong Room and servants'

quarters.

ROOMS on Second Floor of VICTORIA

BUILDING, No. 5, Queen's Road Central, suit-

able for Offices.

Apply to—

DAVID SASSOON & Co. Ltd.

Hongkong, 24th May, 1907. 821

TO LET.

LARGE and SPACIOUS GODOWNS

Nos. 9, 21, 23, 25, 27, 29, 31, 33, 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169

